



TOPEKA POLICE DEPARTMENT

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Pursuit Factor Analysis

Pursuit factors listed in this section were compiled and analyzed from data obtained from Vehicle Pursuit Reports completed by officers involved in the pursuit. Due to the lack of a national pursuit database and because law enforcement agencies maintain different reporting procedures, there is little comparative information available for use in conducting extensive analytical research on this subject.

Pursuit Initiation:

The most common reason an offender initiated a pursuit was for:

Reason	2018	2019
Stolen Vehicle	22	0
Reckless Driving	11	1
Felony – Person Crime	8	2
DUI	2	1
Other	5	6

Apprehension Rate:

This pursuit factor was designed to identify the number of pursuits that resulted in the offender being taken into custody.

	# of Pursuits	# of Apprehensions	% of Apprehensions
2019	10	7	70
2018	48	24	50

Termination Rate:

This pursuit factor categorizes the reasons why pursuits were terminated or what factors caused a pursuit to end.

Reason	48 Pursuits in 2018	10 Pursuits in 2019
Self-Termination	10	1
Supervisor Termination	5	2
Vehicle eluded officer	7	0
Eluded on foot	5	0



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Tactical Intervention Rate:

This pursuit factor identifies how many times officers used tactical intervention to bring a pursuit to an end and if it was effective.

Reason	48 Pursuits in 2018		10 Pursuits in 2019	
	#	Successful	#	Successful
Tire Deflation Device	5	3	3	1
Roadblocks	0	0	0	0
TVI	0	0	1	1

Crash Data:

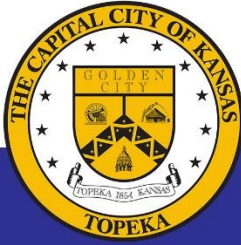
This pursuit factor identifies how many vehicle pursuits resulted in damage as a result of the pursuit.

Crash Type	2018	2019
Offender's Vehicle	19	6
Third Party	2	1
Parked Vehicle	4	0
Police Vehicle involved	2	0

Injury Data:

This pursuit factor identifies the number of injuries as a result of vehicle pursuit crashes.

Injury Type	2018	2019
Offender Injury	0	3
Fatality	0	0
Passenger Injury	0	0
Fatality	0	0
Third Party Injury	0	1
Fatality	0	0
Officer Injury	2	0
Fatality	0	0



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Vehicle Data:

This pursuit factor examines the type of vehicle the offender and the officer was operating at the time of the pursuit.

	2018	2019
Police Vehicle	#	#
Marked	48	10
Unmarked	--	0
Motorcycle	--	0
Offender Vehicle		
Motorcycle	2	0
Automobile	23	6
Pick-up	10	1
Sport-utility	11	2
Other	2	1

Two-Year Trend Analysis

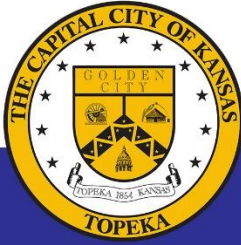
Trend Analysis examines pursuit trends over time in five key pursuit factor categories (total number of pursuits, apprehension rates, crash rates, total number of fatalities and total number of persons injured). By examining pursuit trends, officials can better identify and address successes and deficiencies in pursuit techniques and policies.

Year	# Pursuits	Apprehension Rate	# Crashes	# Fatalities	# Injuries
2019	10	7	6	0	4
2018	48	24	27	0	2

Cross-Tabulation Analysis

This section analyzes pursuit factors in relation to one another, providing greater insight into the dynamics of police pursuits for 2019.

Suspect Apprehension By Type of Vehicle Pursued			
Motorcycle	Automobile	Pick-up	Sport-utility
0	5	0	1



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Crash Data By Type of Vehicle Pursued			
Motorcycle	Automobile	Pick-up	Sport-utility
0	5	0	1

Termination Data By Type of Vehicle Pursued			
Motorcycle	Automobile	Pick-up	Sport-utility
0	1	1	1

Pursuit Initiation / Apprehension			
Reason	Apprehended	Eluded	Terminated
Stolen Vehicle	0	0	0
Reckless Driving	1	0	1
Felony – Person Crime	2	0	0
DUI	0	0	0
Other	4	0	2

Pursuit Initiation / Crash		
Reason	Initiated #	Crash
Stolen Vehicle	0	0
Reckless Driving	2	1
Felony – Person Crime	2	2
DUI	1	0
Other	5	3

Pursuit Demographics								
	WM	WF	BM	BF	HM	HF	OM	OF
Offender	4	--	2	--	--	--	--	1
Officer	8	1	--	--	--	--	1	--